

## B-200 (UC-12B) - LARC 12/16/13

Aircraft: [B-200 \(UC-12B\) - LARC](#) ([See full schedule](#))

Flight Number: SLAP R 003

Payload Configuration: SLAP - Scanning L-Band Active Passive

Nav Data Collected: No

Total Flight Time: 4.3 hours

Submitted by: Michael S. Wusk on 12/17/13

### Flight Segments:

From:	KLFI	To:	KLFI
Start:	12/16/13 15:24 Z	Finish:	12/16/13 19:40 Z
Flight Time:	4.3 hours		
Log Number:	<a href="#">14B003</a>	PI:	Edward Kim
Funding Source:	Jared Entin - NASA - SMD - ESD Hydrology Program		
Purpose of Flight:	Science		
Comments:	<p>KLFI-KLFI: Test location over MD/DEL eastern shore ground site and over buoy sites in Delaware Bay and offshore Atlantic. Crew: Slover, Wusk, Faulkner, Wu. Research Objectives: Gather research data over ground sites near Dover, Delaware, where ground crew would be in place to take ground based measurements. Additional objectives were to collect data over Delaware Bay and Atlantic Ocean buoy sites and a 60-deg bank horizon look of the radar dish. In addition, some in-flight video of the rotating disk was to be taking during the return leg to Langley from the C-206. Weather over the test site dictated of the completion of the low-altitude research pattern. Conditions allowed for the flight to be flown as briefed. Cloud cover over the area had bases at ~4500' with some reported rime icing in the clouds. A 360 degree turn (at 35 degree bank angle )was completed over the Delaware Bay buoy. Then the primary research pattern consisting of eight ~E-W legs was flown at 2000', VFR at a nominal speed of ~165 KIAS. The legs started on the eastern end just offshore of Dover AFB and ended on the west end over the Bay Bridge airport. Of the eight research legs, legs 4-7 were truncated about mid leg to facilitate fuel/time savings allowing for the entire flight to be completed without a refueling. (This option had been pre-briefed and was a mutual agreement between flight ops and the researchers). After completing the main research pattern, the aircraft was flown off-shore and completed several turns over the off shore buoy including multiple momentary 60 bank turns to get sky pointing data for the instrument. Once headed back to LFI, an airborne join up with the C-206 was effected and the requested video was recorded. Both aircraft then returned to Langley. For the most part the instrument appeared to operate nominally during the flight, but experienced some software/GPS issues throughout the flight. The research team is looking to complete two more research flights in this phase. Conditions for a Tuesday flight were forecast to be marginal, and the scheduling for the next attempt was eventually set for Wednesday.</p> <p>Michael Wusk</p>		

### Flight Hour Summary:

	<b>14B003</b>
Flight Hours Approved in SOFRS	35.5
Total Used	20.3
Total Remaining	15.2

### 14B003 Flight Reports

Date	Flt #	Purpose of Flight	Duration	Running Total	Hours Remaining	Miles Flown
<a href="#">11/25/13</a>	SLAP CFP	Check	2.4	2.4	33.1	
<a href="#">11/25/13</a>	SLAP CFP	Check	1.2	3.6	31.9	
<a href="#">11/25/13</a>	SLAP CFP	Check	0.6	4.2	31.3	
<a href="#">12/02/13</a>	SLAP ICF#1	Check	2.5	6.7	28.8	
<a href="#">12/03/13</a>	SLAP ICF#2	Check	2.3	9	26.5	

<a href="#">12/16/13</a>	SLAP R003 Science	4.3	13.3	22.2
<a href="#">12/18/13</a>	SLAP R004 Science	3.7	17	18.5
<a href="#">12/18/13</a>	SLAP R005 Science	3.3	20.3	15.2

*Flight Reports began being entered into this system as of 2012 flights. If there were flights flown under an earlier log number the flight reports are not available online.*

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NASA Official: Bruce A. Tagg

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